

The purpose of this amendment to NSF Request for Proposals No. OPP-00007 is to extend the date for receipt of proposals, make a correction, and answer all questions from interested parties received prior to May 30, 2000. Accordingly, the solicitation is hereby amended as follows:

1. The date for the receipt of proposals is hereby extended through June 30, 2000. Accordingly, in Block 9 on the cover page (SF 33) of this solicitation, delete the date *June 15, 2000* and substitute the date *June 30, 2000*. The hour for receipt of proposals remains unchanged.
2. In Section J1, *Identification of Attachments*, Item No. 7 is changed to read as follows:

7.	VFR Helicopter Routes	N/A	1	C2.3.8
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3. Following are responses to all questions received from interested parties prior to May 30, 2000.

**Q1. ITEM C2.3.6, PAGE 17: All 212 pilots and SAR team shall complete training (Step-Out landings) as a crew. Is the flight time for this training billable to NSF?**

A1. Yes.

**Q2a. ITEM C.3.5.1, PAGE 21: States ‘A mechanic shall be present at the base of operations during the periods in which the aircraft is operating in performance of this contract’. Does this mean a mechanic has to be at the hangar during all flight activities?**

A2a. Yes.

**Q2b. What is the definition of ‘Base of Operation’?**

A2b. McMurdo Station, Antarctica.

**Q2c. Also, we assume housing is located away from the Hangar Facility, is this correct?**

A2c. Housing is located in McMurdo Station Buildings 155, 166, 188 and 201-211 (see Attachment 1). Depending upon the specifics of the flight schedules, individuals will also be housed temporarily at Marble Point (where dormitory style berthing and food service are available), and at field camps and other locations (where accommodations will vary widely, from tents to temporary buildings).

**Q3. ITEM C7.2, PAGE 30, 31: Is the contractor required to provide portable fuel pump, barrel stem, hoses and fuel filters or are these being provided by NSF?**

A3. The contractor is required to provide a portable fuel pump, barrel stem, hoses and fuel filters, to be kept on each aircraft provided.

**Q4. ITEM C9.6, PAGE 35: I assume the permit is pertaining to handling of hazardous waste and the contractor can apply for a change order to the contract in order to cover the cost. Is this correct?**

A4. The permit may concern itself with the use or release of a banned substance, designated pollutant or waste in Antarctica. Should circumstance required the contractor to apply for a permit, NSF will issue a change order requiring submission of a permit application by the contractor. The contractor will be entitled to an equitable adjustment in the contract price for the work involved in preparing and submitting the application.

**Q5. ITEM D3, PAGE 36: We are offering an aircraft that probably has not been shipped aboard an AMC heavy lift. This paragraph states that the process to develop shipment criteria will require approximately 6 weeks. Will the contract be awarded with ample time to achieve approval prior to mobilization? What is the anticipated award date of the contract?**

A5. NSF anticipates awarding the contract resulting from this solicitation not later than January 7, 2001. The anticipated contract's effective date is July 1, 2001, with aircraft deployment to occur on or about October 1, 2001. This should allow sufficient time to receive any necessary clearances from the Air Mobility Command.

**Q6a. ITEM E1.1, PAGE 37: 'The inspection shall commence no later than 72 hours prior to the established delivery date, unless a later inspection is mutually agreed upon'. The mobilization time for us to deliver the aircraft will require an inspection to occur as much as 1 week prior to the delivery date. I assume OAS will be flexible in scheduling the inspection?**

A6a. Yes.

**Q6b. Also, will there be a site inspection or will the inspection consist of only an inspection of aircraft and OAS evaluations for the crews?**

A6b. The inspection will concern itself with the crews and the aircraft themselves. However, to the extent that information is necessary to support the inspection from the contractor's base of operations and other locations, access is expected to be given.

**Q7. ITEM F4.3, PAGE 40: A Helicopter Attendant is referenced in this paragraph, yet there is no mention of a requirement for the contractor to provide an attendant. Please clarify.**

A7. Helicopter Attendants are not a crew requirement of this solicitation or subsequent contract. The minimum crew requirements are given in Section B3, *Consideration (Fixed Price Services)*, at CLIN 001.1.2 and CLIN 002.1.2.

**Q8. ITEM H7, PAGE 51: Are the pilots and technicians required to have a security clearance?**

A8. No; however, NSF, at its discretion, may conduct criminal and other background checks on proposed personnel.

**Q9a. ITEM L6.4.4 We are submitting a copy of our annual report to comply with this requirement. Does the report have to be on CD-ROM as well, as per L6.2?**

**Q9b. Ref. Item L6., Proposal Preparation Instructions. Item L6.2, Arrangement of Proposal, required number of copies for each volume shows that four CD-ROM copies must be sent. My question is, what exactly will be required to be on the CD as it is virtually impossible to get copies of our annual reports and extracts from certain maintenance manuals into a word type format. Where it is not possible to include certain items on a CD, can we simply insert wording to the effect that the required information is enclosed in a separate area and refer to where that information can be found?**

A9. All documents submitted in hard copy must be provided in CD-ROM in Adobe Acrobat Ver. 3.0 or higher (see Section L6.3). Documents not readily available in electronic format should be electronically scanned and incorporated into the CD-ROM copies.

**Q10. ITEM L6.5.6.3.4, PAGE 68: We are required to submit one copy of the Operations Manual with the original copy of our proposal. Does NSF require 12 additional copies and 4 CD-ROM'S as per L6.2?**

A10. Yes.

**Q11. ITEM H8, PAGE 52: Are the costs associated with medical and dental exam requirements borne by the contractor?**

A11. Yes.

**Q12. Would it be beneficial to the project if the contractor was a DOD approved carrier?**

A12. Organizational certification requirements are set forth at Section C1.2.

**Q13. During the last 5 years, has there been a continuing Military helicopter capability and will that be maintained during the next contract period?**

A13. Antarctica-New Zealand is anticipated to acquire helicopter services in the near future to replace the one UH-1N operated by the Royal New Zealand Air Force. These aircraft will be dispatched on occasion to support United States Antarctic Program activities, and operate from the McMurdo Station helicopter hanger. In addition, the United States Coast Guard will continue to operate aircraft (generally two AS-314 helicopters) during deployment of an icebreaker to the McMurdo Station vicinity from approximately mid-January to mid-February each year. These aircraft will operate from the assigned United States Coast Guard vessel.

**Q14. Will there be a pre-bid conference in Washington such as that held for the previous RFP for this contract?**

A14. A pre-proposal conference has not been scheduled.

**Q15. ITEM L6.5.6.2, PAGE 66: Most aviation accident/incident records are based on occurrences per 100,000 flight hours. This paragraph asks for occurrences per 1,000. Is 1,000 correct or is this a typo?**

A15. One-thousand is incorrect. Offerors should submit this information per onehundred-thousand hours of flight time. Accordingly, in Section L6.5.6.2.1, delete the number *one-thousand* and substitute the number *onehundred-thousand (100,000)*.

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